## **EMPLOYES**

Growing Tendency to Settle Wage Disputes Without Strikes.

The Richmond & Danville Trouble Compromised-Situation in Indiana -Other Railway News.

The Journal's correspondent at Washington telegraphed last night as follows: "F. W. Arnold, grand secretary and treasurer of the Brotherhood of Locomotive Firemen, with headquarters at Terre Haute, has been in Washington for two days in an important conference over the wages of a large number of railroad men. Recently an order was issued by the managers of the Richmond & Danville railroad system for a 10 per cent. reduction of all salaries of their employes. There are in the train service alone of this system over 2,200 men-engineers, firemen, conductors and brakemen. The preliminary methods of attempting an adjustment were exhausted, and the company remained firm in its determination to make the reduction of 10 per cent. A meeting was then called of the general officers of the sixteen or eighteen different branches of the railroad federation of employes, and these various chiefs have been in session here since noon yesterday. A compromise has just been effected. Captain Green, chief of engineers for the Richmond & Danville system, has agreed that there shall be no reduction in the salaries of employes who receive less than \$50 per month; that the reduction of wages for those who receive between \$50 and \$65 a month shall be 5 per cent., and for those receiving more than \$65 a month 10 per cent. This compromise averts the general strike which was threatened and which would have extended to systems with branches at Indianapolis.

"To the Journal correspondent Secretary Arnold, before leaving Washington for Terre Haute this evening, said that it was the understanding that no further trouble would be experienced over the wage question on the Big Four system. The controversy which threatened a general strike had been decided by ballot, and there was not likely to be an appeal which would arouse the question further. He reported peace and quietude at this time on all lines operating in Indiana, although he thought there was a concerted move upon the part of railroad managers everywhere to reduce wages. Secretary Arnold said further: 'The compromise was not as liberal toward the employes as we hoped to get, but, all things considered, I think it better than a strike. There is perceptible in every direction at this time a disposition on the part of railroads to take advantage of the hard times and secure heavy reductions in their pay rolls. I know that the railroad companies are not making as much money just now as they might make if the times were prosperous, but there are always seasons when the revenues of all transportation companies fall off. The railroad employes are resisting with as much vigor as possible nearly all of the demands of the companies for a reduction of their wages because they believe that many of the demands are made as the result of a general understanding among the companies that they shall take advantage of conditions and secure the heaviest possible reductions in their employes' wages, whether or not the revenues warrant such steps. Wherever it appears that the comness depression, and the demands for reductions are justified, we concede what is reasonable, but there is a growing disposition upon the part of the employes to resist this movement to secure smaller pay rolls where the business is not injured by the hard times, and if it should continue, I doubt if in every instance there will be arbitration and a refusal to strike."

Lower Passenger Rates Possible. A Pittsburg paper contains quite a lengthy interview with George B. Roberts, president of the Pennsylvania lines, and his remarks as regards passenger rates were quite interesting. He said that it was not the fault of that company that lower rates were not given to the world's fair. "We wanted them," said he, "and advocated them, but as we are members of traffic associations we had to bow to the will of the majority. If the Pennsylvania had had its way there would have been lower rates out of Pittsburg to Chicago." Continuing on the rate question, he said: "It is the extravagance of the American people that makes it impossible to lower passenger rates. The rich people demand luxurious methods of travel, making the cost of a train very heavy. It is the men and women who occupy the ordinary cars and coaches who really maintain the railroad's passenger earnings. If the fares of the wealthy travelers could be raised to what should be the rate, then the other fares could be lowered. Take for instance two travelers going to Chicago. One for a few dollars more gets luxurious quarters, and only a comparatively few persons can occupy one of the cars. He doesn't pay enough extra. It is really the man riding reducing the fare on the railroads to cents a mile comes up. This could be ef-fected in this way. If the fares on the first-class trains were raised to 5 or 6 cents a mile, then the average rates might be made 2 cents a mile. The fare on the firstclass trains would then be about what it should be." In response to a question, he said the freight traffic on the Pennsylvania is at a very low point now, with probably a slight improvement over what it had been. While he did not directly say so, his manner indicated no great hope of a revival in the near future.

Good on All Trains and Cars. The Western Passenger Association yesterday authorized the Western lines to allow all the holders of cheap excursion tickets to ride in all cars and on all trains. The rates authorized are not applicable from association territory west of Colorado common points. A one-way rate of 39 between Colorado and Missouri river common points and one of \$10 between lower Missouri river points and Trinidad were authorized. These rates are applicable in both directions and are good for the period during which the Chicago day rates are in existence. The trouble between the association and the Union Pacific was taken up, and although not much progress was made toward consideration of the total number of demands made by that line, it is at present probable that it will remain in the association. Its principal grievance was acted upon, however, in a manner which will undoubtedly soothe the troubled spirit. This action was the passing of a resolution providing that where a connecting line tenders a selling rate and demands that it be used for basing purposes, it shall be the chairman's duty to immediately submit the matter for settlement, and, if this settlement is not accomplished, any member of the association can take individual action, with the understanding that the through rates so constructed shall be on a regular authorized basis and apply via authorized routes. This privilege, however, does not allow any line to make any cut rate it may elect and then tender it for basing purposes. A committee from the association held a conference with Mr. Lomax, general passenger agent of the Union Pacific, but nothing definite was arranged. The resolution, however, meets the demand made by the Union Pacific in relation to the matter of basing on cut rates. The other demands made will be considered to-day.

Daylight Accidents Most Shocking. As a large percentage of the recent accidents of a serious character have occurred in the daytime, it has led to a good deal of discussion on the subject of accidents in general, and the oldest and most experienced railway men make the statement that an accident in the night is less disastrous in many respects than in the daytime, which is contrary to the general supposition. Fast trains are run with more caution in the night than by day, they say, and men in charge of switches exercise more caution in the matter of having them in proper position. Railway surgeons who have given the matter thought make a similar statement, giving as one reason therefor that the mental shock caused by an accident is one of the most serious features. Surgeons say that more frequently death is caused by the mental shock attending an accident than by the physical injuries; consequently, they argue that the mental shock is not so great at night as by daytime, when all the horrors of the wreck are visible. They state that more persons recover from injuries by shock at night than when it occurs in the daytime. At night they are prevented from seeing how bad a calamity has oc- | Stove or Range.

curred and how badly persons are in-jured. With a daylight wreck there is more suspense. The men on the footboard and the passengers know that danger is in sight; the exertions to check the train alarm the passengers, and windows and doors are opened, and all is excitement, while at night the strain of suspense is less nerve-wringing.

Personal, Local and General Notes. Paul Raines, chief of the weighing and inspection bureau, is in the city.

The Nickel-plate is arranging to run cheap excursions to the world's fair daily. All efforts to reorganize the Southwestern Traffic Association have proved futile. The Indianapolis division of the Brother-hood of Locomotive Firemen, the Eureka, E. T. McConnell, engineer of maintenance

of way of the Peoria & Eastern, is in Chicago for a week. The New York store, on Oct. 24, will run an excursion over the Big Four from La-

fayette to Indianapolis. General Manager Hays, of the Wabash, who has been spending a few days resting in New England, returned on Wednesday. C. C. Pierce, general agent of the Mer-chants' Dispatch, has returned very much improved in health and is at his post again. Chief Engineer Kittredge, of the Big Four, has turned all Indianapolis terminal matters over to his assistant, Thomas Mor-

J. Q. Van Winkle, general superintendent, and F. D. Comstock, treasurer of the Big Four, returned last night from Chi-George Long has been elected president of the new Jeffersonville and Louisville

Bridge Company, vice Dennis Long de-James Mills, for a long series of years general freight agent of the Boston & Al-

bany, but for the last two years an in-The Big Four's new roundhouse, which, when completed, will have thirty-eight stalls, is under roof, and will be convenient

in every respect. John M. Washburn, treasurer of the Old Colony Steamboat Company, has resigned after long service in that position, and is succeeded by A. W. Adams.

Passenger men are satisfied that the world's fair travel in October will exceed that of any previous month. Such was the case with the Centennial, at Philadelphia. The consolidation of the Cleveland, Lorain & Wheeling and the Cleveland & Southwestern is being agitated. The Lake Shore people are supposed to be behind the plan. Daniel Janowitz, who on Nov. 1 retires as epresentative of the Northern Pacing in this territory, will probably after that date represent the Great Northern road in

the same territory. H. De Wolf, auditor of the Illinois Central, who died so suddenly a day or two ago, begun service with that company as cashier in the land department in 1870, and had been with it since.

On Nov. 5, with the taking effect of the winter time table, the Big Four, in connection with the Chesapeake & Ohio, expects to put on a solid vestibule train between St. Louis and Washington. An effort is making to get the affairs of

the Indianapolis, Decatur & Western in such shape that the Cincinnati. Hamilton & Dayton may take control on Dec. 1, and indications are that the efforts will be suc-

Managers of the California midwinter exposition have asked the general passenger agents of the Western lines to make a round-trip rate not to exceed \$75 from Chicago to San Francisco from Jan. 1 to Roads in this section are getting a good

deal of freight and passenger business from the Ohio Southern. Almost daily some of the Ohio Southern coaches are seen in the Union Station, sent here filled with The Chicago & Alton seems to have bro-

ken all former records by hauling, with one engine, twenty-one sleeping cars and coaches into Chicago, containing 1,143 passengers. No equal number of cars were before hauled in one regular train and by one engine. A Big Four freight official says it comes

with poor grace from H. W. Hibbard, general freight agent of the Vandalia, to charge that the Big Four is cutting rates, something which the Vandalia has been doing for months out of Peoria and westbound from Indianapolis. George Maxwell, who represents the Wa-

bash road in this section, but who has for some weeks past been in the Southwest working up business, has returned, and will look after his territory from this on. He has made a very popular and efficient representative of the road in this section. James Barker, general passenger agent of the Missouri, Kansas & Texas, made a proposition to the Western Passenger Association to become a member, providing that Texas business was excluded. The proposition has been refused and the M., K. & T. is asked to join without reserva-

The Central Traffic Association lines met at Chicago yesterday and took no action whatever on world's fair rates, or rates to the midwinter fair in California. Complaint was lodged against the Nickel-plate for applying the coach excursion rates upon its regular trains. No action was taken, however.

George Bender, superintendent, and Thomas Morris, assistar, engineer, are going over the Chicago ivision of the Big Four on a hand car, five powerful section men propelling it. On Wednesday they made the run from Indianapolis to Lafayette, sixty-four miles, and made a number of stops to examine work.

The authorities of Salem, O., passed an ordinance forbidding the Pennsylvania to run its trains through the town at a higher rate of speed than four miles an in the coach who makes the train pay. hour. The Pennsylvania retaliate by anbetween Alliance and Cleveland, and the five fast trains which have stopped there are to be run through without stopping. Since Chicago has declined to build a permanent railway museum, Baltimore will build one, the nucleus of which will be the exhibit of the Baltimore & Ohio company at the fair. The exhibit was offered to Chicago to be placed in a museum of exclusively railroad interests. The Columbian museum having been determined on, Chicago could not take it, and it will now go to Baltimore.

Yesterday a number of people bound for New York, on train No. 20, could secure no sleeping-car accommodations until they reached Columbus. It is not very pleasant for passengers to be obliged to wait until they reach Columbus to get a berth, as there is usually more or less anxiety as regards securing it. A through sleeping coach from Indianapolis to New York should be hauled on this train.

Traveling men, through E. B. Russell, chairman of the Indiana association, are again urging the issuance by railroads of five-thousand-mile interchangeable mileage books. E. O. McCormick, passenger traffic manager of the Blg Four, O. P. McCarty, general passenger agent of the B. & O. Southwestern and the Ohio & Mississippi, and D. Edwards, general passenger agent of the Cincinnati, Hamilton & Dayton, are said to favor such a book.

The transportation department of the Big Four has never been in the excellent condition that it is to-day. Hand in hand it is working with the passenger department, and as a result records between different points on the system are being smashed with weekly regularity. Some days ago the fastest time ever made by any railroad train between Cincinnati and Indianapolis was recorded by the Big Four. Tuesday this road had an interesting race between Cincinnati and Columbus with the Pennsylvania. On that day each road took a Knight Templar division to the Buckeye capital, and there was quite an effort made by the respective road's officers to land their trains before their competitors got in. The Big Four special made the run, 125 miles, in two hours and thirty minutes, getting in ahead of the Pennsylvania.

Bonaparte the First Fair Promoter.

Pittsburg Dispatch. The first inception of these exhibition en-terprises, of which Chicago's closing fair is the latest, largest and most successful, must be credited to the great Bonaparte. He began in 1798 a series of national expositions, which continued at intervals of from four to seven years until 1849. They were intensely national in their spirit. A gold medal was offered at the earliest of them to the manufacturer who should deal the hardest blow at English trade. At the French exposition of 1849 this spirit still survived so strongly that the Minister of Commerce publicly declared that a proposition to admit foreign exhibitors and their products "could only have emanated from the enemies of France." To England, as a nation, and largely to the late Prince Consort's personal influence and exertions belongs the honor of organizing the first great exhibition in which merely national lines were overstepped and an international scope given to it. The exhibition of 1851, held in the Crystal Palace, London, which in its day was one of the wonders of the world, was the first truly large and comprehensive international enterprise of this kind. We gather an idea of the mammoth character of our own world's fair and the astounding advance in civilization which it marks by recalling the fact that all the nations regarded London's Crystal Palace of 1851 as a marvel of size. Yet its total area was but 1,000,000 square feet. The White City on the shores of Lake Michigan covers

a square mile. NOTHING makes home so bright, comfortable and healthful as a "Garland"

WILL GET A RESPITE

Hanging of Parker and McAfee Will Not Occur Nov. 3.

Iron Hall Case-Work of the Grand Jury-Hackmen Defeated-Court Notes.

It is highly probable that the Supreme Court will to-day issue a stay of execution in the McAfee and Parker case. The condemned men were to pay the penalty of the murder of Charles Eyster, on Nov. 3, but it now appears that the date of execution may be indefinitely postponed. This stay of proceedings is brought about by the inability of the Supreme Bench to pass upon the merits of the petition for a new trial in the limited time that will intervene between the present and the fatal day. The papers in the case are voluminous and not yet complete. After the documents are prepared the case is to be argued orally, and the attorneys fear that the twenty-one days will have passed before they are ready. In speaking of the contemplated postponement of the execution Judge Coffey said, yesterday:

"It would be utterly impossible for the Supreme Court to examine the evidence necessary to pass judgment upon the case in the limited time. It is very probable that the execution will be put off at least three weeks."

IRON HALL CASE. But One of the Exceptions Was Withdrawn by Judge Howe.

To the Editor of the Indianapolis Journal: We prefer to say what we have to say about our cases in the court rather than in the newspapers, but after reading your account in this morning's Journal of the supposed lovely and harmonious ending of the exceptions to the receiver's report in the Iron Hall case, we feel that candor compels us to state that the attorneys for the cially plead the same, nor does the fact that no evidence was introduced as to the order of the Iron Hall are not in the love feast you describe, but are still disturbing factors. One of the exceptions to the report charged that on July 12, 1893, when Judge Taylor made the ten-thousand-dollar allowance to the receiver, he was dangerously sick and not mentally competent to make such an order. This part of the charge was based chiefly upon information to that effect given by Dr. Henry Jameson, the attending physician, to Mr. Chambers, one of the attorneys for the order. When we were about to call Dr. Jameson as a witness he informed us that he had found, upon further inquiry, that he had been mistaken as to the date. As honorable attorneys we felt it to be our duty to the court to inform it of the facts and to withdraw this charge, and also the charge, which the evidence did not sustain, that the order had been procured by the undue influence of the receiver, and that he had kept it off the

The exceptions charging a conspiracy to prolong the receivership and keep the funds in the Merchants' National Bank as long as possible, and seeking to cut down the allowance to the receiver and charge him with interest, were not withdrawn, but all the material evidence offered to sustain them was ruled out by the judge. The attorneys for the defendant have taken the proper steps to appeal from the rulings upon their exceptions, and the appeal will be prosecuted until it is decided by the Supreme Court whether there is anything in them or not. With every cent of our client's money in the hands of the receiver, who can thus afford to employ a multitude of attorneys at princely salaries, you will understand that the attorneys for the order labor under considerable disadvantage. It will probably cost at least \$200 to pay for the evidence and transcript necessary to an appeal, and we do not feel like paying that sum out of our own pockets, but if that much can be raised the appeal will certainly be prosecuted

DANIEL WAIT HOWE. CHAMBERS, PICKENS & MOORES. FINCH & FINCH. Indianapolis, Oct. 12.

WORK OF THE GRAND JURY. John Nurse Indicted for Simple As-

sault and Battery-Other Cases. The grand jury yesterday returned an assault and battery. Nurse is the boy who came very nearly killing Dennis Munley in a quarrel over the disposition to be made of a keg of beer obtained at the Demo-

indictment against John Nurse for simple cratic committee rooms, Jack S. Moore was indicted for the embezzlement of \$75 from Wilbin E. Beard, by whom he was employed. Ed Griffin was indicted for burglarizing

the residence of Louis Bergelin, on the Michigan road, on the night of Sept. 8. Charles Wyatt and George Jones were indicted for burglary and grand larceny. They were arrested for the theft of a watch from Frank Miller. In the Criminal Court, yesterday, a noile prosequi was entered to the indictment

against Abe and John McPeake for grand larceny. They were indicted jointly with man named Graham for stealing \$100 from a woman named McGinty. She was assisted on the car by three men. and, after taking her seat in the car, discovered that she had been robbed of her pocket book. Graham and the McPeakes were arrested, and the former was identified by Mrs. McGinty, but she could not identify the McPeakes.

HACKMEN DEFEATED.

Judge Brown Holds that Jackson Place Is Private Property.

The outside hackmen have been defeated in their fight against the Frank Bird company and the Union Railway Company. Yesterday Judge Brown gave his decision in the suit by the railroad company to enjoin the outside hackmen from soliciting patronage in Jackson Place. The suit was against Nagelison & Ryan, but was a test case. Judge Brown holds that Jackson Place is the private property of the railroad company, which it permits the publie to use as an approach to the Union Station. The fact that it has been so used does not make it public property.

Federal Juries.

Noble C. Butler, clerk of the United States Court, yesterday, drew the special venire of the circuit and grand juries for the November term of court. The Circuit jury is called for Nov. 8, as follows: Albert Berry. Forest; John Bolen, Hoosierville; T. J. Bristow, Perry township; J. S. Cantwell, Worthington; John Caldwell, Advance; George W. Crook, Newberry; John Dannatelle, Evansville; William H. Dooley, Lebanon; David Fitzgibbon, Franklin: Samuel Grube, Indianapolis; Henry Hedlay, Bloomington; John Holliday, Indianapolis; Stephen Johnson, Koote, Porter county; Louis Kaiser, New Albany; Reuben Littell, Orleans; W. S. McCune, New Albany; Walter R. Miller, Marshfield: Frank M. Price, Kempton; John W. Ryan, Greenfield: C. A. Robinson, Campbellsburg: W. H. Smith, Centerville: Robert Sturgeon, Franklin; William Tilston, Evansville: Thomas Thompson, Rensselaer. The names of the grand jurors have not yet been made public. This body will report on Nov. 15.

Attorney General Brings Suit. One of Green Smith's suits for a "divy"

out of the school funds was filed in the Circuit Court. The suit is in the name of the State in the relation of Alonzo G. Smith. Attorney General, against John F. Mc-Clellan, trustee of Wayne township. The petition is for a writ of mandate to compel the trustee to pay into the county treasury the sum of \$322.05, the unexpended balance remaining in his hands from the State school revenue for the preceding school petition was presented to Judge Brown and an alternative writ of mandate was issued and made returnable Oct. 16.

Indictments Returned. The grand jury made its final report yesterday and was discharged. The following

indictments were returned: John Nurse, assault and battery; Albert Linderholm, petit larceny. Wiley Mayers, petit arceny; Robert Walters, petit larceny; James J. Gray, house-breaking; Ed Welch, burglary; Charles Wyatt and Geo. Jones, burglary and grand larceny; Charles Wyatt and Beorge Jones, grand larceny. Jack S. Meore, embezzlement; Ed Griffie, burglary.

Insanity Cases. Hiram Mulbarger and Lon Sanders, two sisted at the birth of the Phenix, of which he was the first secretary. He held that ofpatients at the City Hospital, were declared | fice thirty-seven years, resigning in April, |

insare yesterday. The latter is thirty-five years of age, and imagines that her children are being burned before her eyes, and makes frantic efforts to rescue them.

Hubbard Not the Receiver. It was stated yesterday morning that Willard W. Hubbard had been appointed receiver for the Browning Hotel. This was a mistake and Hubbard is not the receiver.

> THE COURT RECORD. SUPREME COURT OPINIONS.

16237. Margaret E. Cates vs. David C. Cates et al. Fountain C. C. Affirmed. Hackney, J.—Where a general deed of warranty in the statutory form had these words, "The grantor, Prior Cates, hereby expressly excepts and reserves from this grant all the estate in said lands and the grant all the estate in said lands, and the use and occupation rents, and profits thereof unto himself during his natural life," and it was delivered to the grantor, and entered of record. Held, that the intention of the grantor was not to make a testamentory provision, but to convey a present estate, the enjoyment of which is postponed until after the grantor's death.

16330. Robert C. Milburn vs. Phydella E.
Phillips et al. Boone C. C. Reversed.
Daily, J.—In an action to set aside a fraudulent conveyance, an assessment list of the grantor is admissible, and in the absence of controlling proof this condition will be presumed to be the same when the conveyance was made. 2. The recital of consideration in the deed cannot be considered as evidence against creditors, for they are strangers to the transaction. 3 Where the judgment did not direct the sale of real property, by the sheriff, without appraisement, and the rents and profits were offered for sale, without appraisement, and no bid being received, the fee simple was sold, there was no valid offer of the rents and profits, and the sale of the fee simple was therefore erroneous. 16985. Rebecca Snodgrass vs. State ex rel. Henry C. C. Dismissed under Rule 20.

APPELLATE COURT OPINIONS. 927. Henry H. Kelley vs. Alice Kelley. Harrison C. C. Affirmed. Reinhard, J.— A party cannot be heard to complain of the overruling of a joint motion for a new trial as to him unless the motion is well taken as to all the parties who join in making it, and where the rights of the parties are separate and distinct the party seeking a new trial should file a separate motion therefor. 2. In an action for damages for an unlawful assault and battery humiliation, etc., may be considered as among the natural results of the assault, nor was it necessary to speextent of damage of those injurious results render an instruction directing the jury to consider them bad. 779. William N. Darnell vs. Logan Sollie, Greene C. C. Affirmed. Gavin, C. J .-- In an action for damages for malicious pros-

ecution the fact the justice bound over the plaintiff for trespass is not a conclusive adjudication of probable cause. 2. When it appeared that the case was referred to the grand jury for investigation; that it failed to indict; that plaintiff was discharged by the court after such failure there was a termination of the proceedings enabling him to maintain this action. 756. Amos M. Thatcher vs. James W

Turney. Clinton C. C. Affirmed. Ross, J .-When the sufficiency of a complaint is questioned for the first time by an assignment of errors in the court such assignment must be predicated upon the entire complaint, and not upon separate paragraphs thereof 1043. Telegraph, etc., Company vs. David S. Borman. Switzerland C. C. Dismissed

750. Minerva Robbins vs. William H Swain, Executor. Randolph C. C. Rehearing denied. Superior Court.

Room 1-James M. Winters, Judge. Anheuser-Busch Brewing Company vs. John Reynoids et al.; note. Judgment for plaintiffs for \$551.25. George F. Stahl vs. Edward Miller et al. note. Judgment for plaintiff for \$342. Anheuser-Busch Brewing Company vs John W. Morgan et al.; foreclosure. Finding and judgment for plaintiffs. Sallie D. Schmidt vs. Western Paving and Supply Company; damages. On trial by

Room 2-J. W. Harper, Judge. John C. Ertel vs. Albert South; foreclosure of mortgage. Trial by court. Finding and judgment for plaintiff against defendant for \$188.50 and costs. Henry Rebesberger vs. Pauline Schmidt et al.; suit on note. Trial by court. Judgment on note for \$112.66.

Room 3--Pliny W. Bartholomew, Judge. Charles A. Bookwalter vs. Resin R. Hammond; commission. On trial by jury. NEW SUITS FILED.

The Home-builders Saving and Loan Association vs. Clarissa Barfield et al.; foreclosure of mortgage. Superior Court, Room 3. Margaret Rentsch vs. John P. Schiltges et al.; on bond. Superior Court, Room George H. McCaslin vs. Jacob M. Bruner

et al.; street improvement lien. Superior Court, Room 1. Circuit Court.

Edgar A. Brown, Judge. Noah Adair vs. Alverda Adair; divorce. Decree granted plaintiff on proof of aban-Board of Children's Guardians vs. William and Mary Newcomb; custody of child, John N. Given to board. iff for \$122.20.

Henry Severin et al. vs. Samuel Fenneman; on note. Judgment in favor of plaint-State ex rel. A. G. Smith, Attorney-general, vs. John F. McClellan, Trustee; mandamus. Alternative writ ordered to Oct. 16,

INSURANCE NEWS AND NOTES.

The New York Life Insurance Company has recently purchased Boston four-per-

cent. bonds to the amount of \$750,000 The representatives from thirty States in the recent national life underwriters' convention held at Cleveland unanimously declared in favor of the abolition of the practice of rebating in life insurance underwriting.

Rev. Stephen H. Tyng, who is in France exploiting the Mutual Reserve, is getting up a co-operative reinsurance company. It will have connections, it is said, with the Mutual Reserve and the British Natural

In 1880 the life companies doing business in New York State had \$1,476,000,000 insurance outstanding. Then the death rate was \$15 per \$1,000 insured. In 1892 the amount outstanding had nearly trebled, yet the death rate had advanced to \$15.50 per \$1,000. It is stated that the failure of the Life and Annuity Association, of San Francisco. will entail a loss of about \$250,000 to the poor people who invested in the scheme. The secretary is endeavoring to settle up matters, but there does not appear to be

much to settle. Miss Maggle E. Riordan, cashier of the Hoboken office of the Prudential Life Insurance Company of Newark, N. J., is under arrest, charged with stealing \$352 of the company's money. The complaint is made by Superintendent Victor Bloom, who also had the combination of the desk in which the money was kept. Miss Riordan declares that she will institute a suit for damages against her accuser.

Albany is raising a fierce howl over the application of the universal mercantile schedule. The territory to which the higher rates apply is the business part of the city and therein the rates have been advanced more than four fold. The frequency and destructiveness of the fires occurring in that city during the past few years are the causes for the extreme action taken by the underwriters in applying the schedule.

The reorganization of the People's Fire, of Manchester, N. H., proves to have been barren of the results expected. The new syndicate of directors have withdrawn in a body, giving as their reason that the company cannot possibly live, or if it could live at all it would be profitless. The old directors who remain subsequently raised \$9,000, and professed to believe that the company can yet be placed upon its feet, but a receiver has been asked for. Twelve of the notorious Chicago firebugs

were indicted up to the 30th ultimo for conspiring to burn property in that city and thus defraud insurance companies. They are named F. W. Smith, R. McKnight, D. Rosenblath, Henry Schenck, E. Brown, Chas. Kingsman, Clarence R. Rowe, Allen S. Peck, Otto Jirsa, Paul Lonemeyer, Geo. W. McKee and Oscar E. Churchill. In this attempt it appears that they had leased ten stores, had insured them heavily, and had they succeeded in their object would have collected upwards of \$100,000.

Coupled with the hardship connected with the closing down of New England mills and consequent need of money among the working classes, comes the statement that \$3,000,000, mostly belonging to working people, is now in the hands of receivers of the several defunct endowment orders, which operated in Massachusetts. It is worthy of note that one industrial company in New York city proclaims at such a time that it has written \$8,000,000 of insurance in a single week. With such a showing it is little wonproportions skyward on the most valuable

sites of the metropolis. Mr. Philander Shaw, the venerable ex-secretary of the Phenix Insurance Company of Brooklyn, died at his home in that city a few days ago of paralysis of the heart. Mr. Shaw was born at Newport, R. I., in June, 1818. He went to New York in 1873 to become clerk in a dry goods importing house. Twelve years later he entered the ranks of the fire insurance brokers, and in 1852 asIncreased Appetite

is one of the first good effects felt by users of Scott's Emulsion of cod-liver oil with Hypophosphites. Good appetite begets good health.

is a fat-food that provides its own tonic. Instead of a tax upon appetite and digestion it is a wonderful help to both.

Scott's Emulsion arrests the progress of Consumption, Bronchitis, Scrofula, and other wasting diseases by raising a barrier of healthy flesh, strength and nerve.

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1890, on account of advancing years, and taking the less laborious one of secretary of the board of directors. For some days an ugly story has been floating through the daily press of the unearthing of a shortage of something like \$500,000 in the accounts of the American Steam Boiler Insurance Company, of New York. Lawyer Eugene Fryer, who had been retained by some of the shareholders of the corporation, and has looked into its affairs, is responsible for the circulation of the story. No arrests have been made and no warrants applied for. The lawyer alleges that certain stockholders clamored so loudly for an investigation that insiders so loudly for an investigation that insiders of the company had bought their stock to assure their silence. When he was asked about the truth of these stories William K. Lothrop, president of the company, said: "It is evident that a blackmailing scheme is on foot. The company sold out its business to the Baltimore American Casualty Insurance and Security Company in 1890.
Its corporate existence will not cease until
the three-year policies issued in 1890 have
expired. William E. Midgely and Vincent Schenck are vice president and secre tary, respectively. The statement that there is a shortage in the company's finances owing to mismanagement is untrue. There are several suits pending against us, but the company is perfectly solvent and does not owe a dollar. The company has nearly \$300,000 of assets, of which \$100,000 is in New York city bonds." In this connection it is significant that Mr. Midgely a few days ago retired from the presidency of the American Casualty Com-pany, and Gen. Henry Slocum, of Brooklyn, was elected to the vacancy, and at the same time a rumor is current in insurance circles that the company may be reorganized. It is an open secret that the Casualty company has met with some very heavy losses, and this fact may have something to do with the cause of the rumors.

He Happened to Know Her. Detroit Free Press.

Portland, Me., was killed.

The company lost heavily by the accidents on the Long Island railroad last summer,

and was hit for a loss of \$50,000 by the ac-

cident on the Boston & Albany railroad

in which President John E. DeWitt, of the Union Mutual Life Insurance Company, of

"Well, by George!" he said to a fellowpassenger on the rear platform of a Bakerstreet car, "but of all the outlandish hats I ever saw on a woman that takes the cake! I mean that woman near the front door on the right.' "Yes, she looks like a fool!" replied the

other. "The idea of a woman forty years old getting such a hat as that must make all her relatives tired. "Yes, it probably does."

"I wonder if she has any idea how homely she is?" continued the first, who seemed greatly put out. "Not a bit of it. She imagines she's real pretty and stylish. That sort always does.' "Pretty! Stylish! Why, you might travel for a month and not find another such homely woman, and as for her style she looks as if she had come out of the woods!"

"Yes, you are right."
"If my wife was such a chromo as that I'd leave her. Even the children grin as they look at her.' "Her husband has threatened to leave her, but it did no good," quietly replied

"Oh! then you know him?" "Yes." Here occurred a painful pause, lasting a full minute, during which the two men

avoided looking at each other. Finally No. made a great effort, and said "May be you are the husband himself?" "Yes, I'm the one," answered No. 2, "and if it won't make no great difference to you we'll change the subject and talk about the weather. Do you think we've had rain enough for corn and potatoes?" But No. 1 saw a man on the corner who owed him \$2 or something or other, and hurriedly jumped off to collect it and get

down the side street. Afraid to Stay.

Brooklyn Life. Hayrick-How was it you stayed but two days at the world's fair when you calculated to stay two weeks? Uncle Treetop-Tu much sickness there fer me. Half on 'em is going about in in-

valids' chairs already. A Surgical Operation

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